Committee has recommended for introduction of a non-stop rain between Delhi and Madras;

(b) if so, what action has so far been taken on this recommendation and by when the above said train service is likely to be started; and

(c) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Yes, Sir.

(b) and (c) The suggestion is being given due consideration. No final decision has so far been taken in this regard.

बोकारो स्टील सिटी और हावड़ा के बीच चलने वाली ट्रेनों का सुपरफास्ट ट्रेनों में बदला जाना

821. **श्री गया सिंह**: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बोकारो स्टील सिटी से हावड़ा तक चलने वाली ट्रेन को सुपरफास्ट ट्रेन में बदलने की कोई योजना सरकार के विचाराधीन है ;

(ख) क्या उक्त ट्रेन में वातानुकूलित II टियर यानों की व्यवस्था करने का कोई प्रस्ताव है ;

(ग) यदि हां, तो कब से; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री के. सी. लेंका): (क) और (ख) जी, नहीं ।

(ग) प्रश्न नहीं उठता ।

(घ) परिचालनिक कठिनाइयों और संसाधनों की तंगी ।

Ozha Committee Report on Konkan Railway

822. SHRI DEBABRATA BISWAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the report of Ozha Committee on the Konkan Railway has since been available;

(b) if so, what are the broad recommendations; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) to (c) The report of the Committee has been received. The Committee in its final report has recommended that the approved alignment of the Konkan Railway would be the most useful for the service to the people both for passenger and goods traffic.

However, considering the need to further take care of environmental aspects and the sentiments of the people, the Committee has recommended certain improvements in the scheme which are briefly listed below:

(i) To provide viaducts on Dewar island and Zuari approach wherever the embankment is higher than 10 mtrs.

(ii) The hillock on Dewar island damaged by earthwork should be terraced.

(iii) Anti vibration measures should be taken in the tunnel near the Chapel on the hill to prevent any damage.

(iv) Additional water-ways be provided in the Khazan lands wherever fishing boats have to pass.

(v) Fencing/boundary wall be provided where the railway track is passing through settlement areas. Necessary foot over bridge be provided where school children have to cross.

The effect of the above improvements would be an additional expenditure of Rs. 18 crores.

The Government has accepted the recommendations of the Committee.

Rate of Accidents

823. SHRI RAMDAS AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to an editorial published in the Hindustan Times dated 26th November, 1993 to the effect that despite claims of railways of laying great emphasis on safety, there has been no let up in the rate of accidents this year, which are eroding the faith of railway passengers;

(b) whether it is a fact that in a majority of cases of derailment/train collisions the main cause seemed to be failure of those who man the signal system and not adhering to the time-teteds signal procedures; and

(c) if so, what steps /follow-up action taken by Government so far on the recommendations of enquiry commission reports submitted from time to time after every major mishap and also replacing over-used railway infrastructure etc. with details thereof?

THE MISISTER OF STATE IN THE MINISTER OF RAILWAYS (SHRI K. C. LENKA): (a) Yes, Sir.

(b) No, Sir. On an average, about 1.5 per cent of the total accidents occur due to the failure of staff maintaining and operating the signal system.

(c) Each and every accident is enquired into either by the Commissioner of Railway Safety or by Departmental/Inter-Departmental Enquiry Committee and based on their recommendations, remedial measures are taken. However, keeping in view the resource constraints, replacement of over-aged railway infrastructure is being carried out in a phased manner giving priority to safety.

गंज बासौदा रेलवे स्टेशन को आदर्श स्टेशन बनाया जाना

824 **श्री रामनरेश यादव** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य रेलवे के गंज बासौदा स्टेशन को आदर्श स्टेशन बनाने का कोई प्रस्ताव सरकार के विचाराधीन है ; और

(ख) यदि हां, तो इस रेलवे स्टेशन पर कुल कितनी धनराशि खर्च की जायेगी और भविष्य में स्टेशन के नवीकरण किये जाने सम्बन्धी ब्यौरा क्या है; क्या नवीकरण प्रस्ताव में "आरक्षण काऊन्टर' का खोला जाना भी शामिल है ?

रेल मंत्रालय में राज्य मंत्री (श्री के० सी० लेंका) : (क) जी, नहीं।

(ख) प्रश्न नहीं उठता । बहरहाल, गंज बसौदा रेलवे स्टेशन पर सम्हाले जा रहे अनुरूप वहां सुविधायें उपलब्ध कराई गई है । स्टेशन इमारत के सौंदर्यवर्द्धन का कार्य 5 लाख रुपए की लागत पर शुरू किया गया है जिसमें फर्श और प्रतीक्षाकक्ष में सुधार करने एवं केवल स्टेशन इमारत पर पुन: छत डालने का काम शामिल है।

Shortfall in railway freight traffic

82 . SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN:
SHRI M. A. BABY:
SHRI P. UPENDRA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways have incurred huge shortfall in railway freight traffic during the first six months of the current financial year in terms of performance against the budgetary target;

(b) if so, what is the extent of loss incurred by railways on this account during the first half of the current financial year as compared with the same period during the last year;

(c) what would be the position in this regard during the next half of the financial year; and